



QUARTERLY MEETING

10:00 AM

April 24, 2020

The State of Maryland is operating under an Elevated Level II status due to the COVID-19 epidemic. As such, this meeting was held online through GoToWebinar

MEETING MINUTES

Attendees:

Andrew Mengel, Chelsea Hayman, Chris Reno, Daniel Paschall, Deni Deliallisi, Denise Horner, Eli Glazier, Eric Brenner, Francine Waters, Gabriel Rose, Garrett Hennigan, Heather Dunigan, Heather Ersts, Jack Keene, Jaime McKay, Jim Titus, Jeff Hirsch, Jeff Dunckel, John Hartline, John Wetmore, Jon Korin, Jon Leishman, Jon Mayer, Jon Morrison, Kandese Holford, Kristi Pier, Laura Beck, Lisa Morrel, Matt Mullenax, Patti Stevens, Sheila Mahoney, Steve Green, Tanya Asman, Tim Richards

I. Welcome & Introductions

Dr. Marty Baker, Deputy Director of Bicycle and Pedestrian Access, Maryland Department of Transportation (MDOT), opened the meeting and provided guidance for meeting interaction with GoToWebinar. Attendees introduced themselves.

The agenda was modified to remove the Discussion on Future MBPAC meetings.

II. Administrative Matters

The draft January 24, 2020 meeting minutes had been posted online and available for comments. No comments were made to the minutes. Without a quorum of MBPAC members, the minutes of approval was postponed.

Marty Baker provided an update on the status of MBPAC memberships. The Governor's Appointment Office has yet to finalize most of the applications submitted for committee membership.

Marty Baker provided a reminder that MBPAC members are eligible for travel expenses reimbursement associated with committee meetings. Reimbursement requests must be submitted no later than 60 days after the meeting expenses are incurred.

III. 2020 Maryland Legislative Session Highlights

- Marty Baker provided a brief update on several notable pedestrian and bicycle-related bills which were introduced during the 2020 legislative session. The session ended on March 18th as COVID-19 travel restrictions were established.



Department of Natural Resources

- Developing guidelines for local parks and recreation programs and land and water conservation.

Department of Disabilities

- Hired as the new Director of Transportation Policy
- DOD has been active in locating housing for participants in the 811 Rental Assistance program, a subsidy-based program for people with disabilities who live at 30% of the area median income and below.

Maryland National Capital Parks & Planning Commission

- Continued progress on Montgomery County's Pedestrian Master Plan, including analysis of pedestrian comfort
- To encourage social distancing, Montgomery Parks has closed segments of three roads from Friday mornings through Sunday evenings for the foreseeable future.

Maryland Department of Commerce, Heather Ersts

- Department resources focused on assisting with COVID-19 related issues
- Task force tourism report heading to Governor on May 1st for reopening economy
- Trails Second to None Initiative, Water Trails focus for June 2020
- Trail database for accessibility, use and marketing June 2021
- Scenic Byways videos coming soon

MDOT, Maryland Transit Administration, Jaime McKay

- Ready to celebrate Bike to Work Day and Get Onboard Day when rescheduled
- Submitting TAP application for Patapsco Avenue Bicycle & Pedestrian Bridge
- Planning bike parking at park and ride and rail facilities
- Partnering with Baltimore City Department of Transportation to create shared mobility corrals at transit stops

MDOT, Maryland Highway Safety Office, Jeff Dunckel

- Look Alive and Street Smart outreach campaigns have been rescheduled to August
- Virtual safety sessions to be held in outreach efforts, April 30th. Jeff Dunckel will forward to committee

Maryland Department of Health, Kristi Pier

Walking Maryland Bay, October 7, 2026. Planning for the year ahead.

- Maryland Department of Planning, Sarah Lipkim-Sularz

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July 24 – Next MBPAC meeting (tentative)
September 14 – Maryland Walk Summit
September 22 – Car-free Day
September 25 – Bike To Work Day, Baltimore Metro Area

VIII. Adjournment

The meeting concluded at 12:10 PM.



Submitted Questions Log

The following questions were submitted through GoToWebinar's "Questions" function. Answers to most questions were shared verbally during the meeting. Answers provided here are a combination of answers submitted through GoToWebinar's "Questions" function and answers supplied after the meeting concluded.

Legislative Update

Q [Patti Stevens]: Will any of the bills that did not pass be proposed again in next session?

A: It's likely. Jon Korin and Jon Morrison and others are good resources

Q [Denise Horner]: I had a question about whether you had a position about HB1367 that would require a study for rail service along the route of the Civil War Rail Trail in Washington County sponsored by Del. Corderman?

A: I'm just seeing this now. We did not take a position on this bill (HB1367) but can keep an eye out for it in future.

Q [Eli Glazier]: The current Montgomery County LTS network can be seen at mcatlas.org/bikestress

A: Thank you.

Q [Tanya Asman]: There is a big need for coordination between SHA engineering and MDOT Bike Ped Planning.

A: Hi Tanya: I understand your point about engineering/planning. I would just say that we continue to have regular meetings with SHA (as well as MTA and MVA) which includes the Offices of Planning, Safety, and Highway Design. We are all missing Peter Sotherland, but we are still making great progress on improving communications.

Q [Denise Horner]: It [HB 1367] passed the House. No companion bill in Senate. It was touted as an economic development effort locally but likely would eliminate the rail trail.

A: Thanks. We can look it up to be prepared for next round.

Level of Traffic Stress Update

Q [Tanya Asman]: What is the relationship between the methodology MDOT is using to rate the LTS for all roads statewide, compared to what AASHTO is doing as they update the Guidelines for Developing Bicycle Facilities, which is being updated to use LTS as well.

A: MDOT's LTS uses AASHTO tolerances for shoulder width and bike lanes.

Q [Tanya Asman]: When do you expect this to be completed and available to local jurisdictions to use?[Tanya Asman]

A: We expect preliminary results by the end of summer, of course contingent on many offices.

Q [Jon Korin]: Do sharrows count at all in LTS?

A: Any bicycle facility that shares a lane with motor vehicle traffic will not be considered a bicycle facility. This includes sharrows and bicycle boulevards; they will be considered

roadways. The exception will be if these facilities include traffic calming. The LTS score will reflect that.

A: Hi Eli: Yes. At this point we intend to keep monitoring BLOC (Bike Level of Comfort) until we can establish a baseline and some meaningful indicators.

A: Yes!

A: Not on this next round, which will be geared toward tourism and people already cycling. But this is a good consideration for a future year.

A: We have not gotten that far. But having interaction with Google maps is a great idea.

A: Yes, we will coordinate with all locals and mutually improve all data.

A: Yes. Local input will be sought and considered.

A: Yes.

A: We understand. Bike traffic is allowed on roadway shoulders throughout Maryland, so they will be included. We did not want to discount their inclusion. The shoulder width will be deciding factor in the LTS rating.

A: IMap at first, but we will work with SHA to expand deliverable.

A: Thank you.

A: Yes, all roadways statewide.



A: Yes, even local roadways.

A: Understood. For now, we're looking roadway segments.

A: Agreed, but a sidewalk geodatabase is needed from each jurisdiction.

A: Complete and evolving. It looks good, but we're still running analysis.

A: Our study will provide a tool to local jurisdictions and SHA to focus bicycle facility improvements.

A: Yes, MBPAC member Eli Glazier is the project manager.

A: The comfort of bicycle facilities and LTS rating is contingent on bike facility type, traffic speeds, volumes and other factors. If traffic volumes decrease over time, LTS will improve.

A: The Short Trip Opportunity Areas should be familiar to many of you. They were initially developed for the 2014 Bicycle and Pedestrian Master Plan and we vetted and updated them as part of the 2019 plan. The key factor is density of destinations. As of yet, MDOT does not have plans to develop a “pedestrian LTS” system, but other jurisdictions are. MDOT is monitoring the progress of these studies to inform our future work.

Q [Jeffrey Dunckel]: So the 66% of crashes occurring in 4% of the land area — which of the categories were they located? I suspect Suburban Activity Centers would see a higher number of serious or fatal crashes.

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Q [Daniel Paschall]: Are there any references or recommendations to changing land use and zoning to retrofit suburban areas to become more walkable, mixed-use, and transit-oriented?

A: No, this looks hardest at existing conditions. Other guides will make recommendations for improving those conditions in a suburban context. But this is a good avenue to open discussions between different agencies.

Q [Daniel Paschall]: Transit is mentioned, but it doesn't look to be depicted as often. Is there any chance of dedicated bus/transit/BRT travel lanes to be added to examples?

A: These are included and shown particularly as a factor in the urban zones where treatments include floating bus stops, etc.

Q [Jon Korin]: Do you envision this guide used for temporary bike/ped facilities during weekends, open streets events, or as some cities have done during COVID?

A: Good question. Currently, we're not forefronting this guide for anything related to temporary needs. Again, this guide could become an avenue for opening discussions. One of the ways the guide's recommendations will be implemented is through our complete streets policy.

Q [James G Titus]: Fair enough if you can't get into land use. But how about land ownership? Often there is plenty of open land next to the right of way for a sidewalk--but SHA does not own it.

A: The guide is intended for state owned roadways and does not provide recommendations on adjacent land use or zoning changes, especially privately owned properties.

Q [Heather Ersts]: What is the status of the MD Bike Map?

A: Heather, we'll defer to Jon Mayer at SHA on the map status. (No response provided during the meeting.)

Q [Patti Stevens]: What is the date of the Walk Summit?

A: September 14.

Q [James G Titus]: I think MTA realizes that they did not—probably could not—address the question as to whether social distancing will be enforced in MTA facilities.

Q [James G Titus]: Just to be clear on the portions of my questions not answered: Most important, what is MDOT doing to help enable people to park and ride their bikes given that people will probably be avoiding transit?

A: Thanks Jim. Questions not answered today will be followed up on. I will export the questions following the meeting. Nate Evans and Marty Baker will coordinate a response to Jim's email.

Q [James G Titus]: Can MDOT talk to the Maryland members of the WMATA board to facilitate people who drive and bike? Please see my email.

A: MDOT staff will pass along the recommendation.